

Commercial.

THIS DAY.

Business in the Share Market has been very quiet this morning; the only transaction we have heard of being a sale of Docks at 57½ premium for the end of the month, buyers ruling the market at 57 for cash. Other stocks remain as per annexed quotation list.

Since noon Luzons have been done at 93 for the end of March. Nothing else came under our notice.

SHARES.

Hongkong and Shanghai Bank—cum New Issue—182 per cent. premium, buyers.
Union Insurance Society of Canton—\$620 per share, sellers.
China Traders' Insurance Company—\$71 per share, buyers.

North China Insurance—\$1,350 per share, Canton Insurance Company, Limited—\$112 per share, buyers.

Yangtze Insurance Association—\$1,000 per share, sellers.
Chinese Insurance Company—\$200 per share, buyers.

On Tai Insurance Company, Limited—\$150 per share, buyers.
Hongkong Fire Insurance Company—\$360 per share, sellers.

China Fire Insurance Company—\$360 per share, sellers.
Hongkong and Whampoa Dock Company—57 per cent. premium, buyers.

Hongkong and Macao Steamboat Co.—\$40 per share, premium.
China and Manila Steam Ship Company—110 per share.

Hongkong Gas Company—\$80 per share, sellers.
Hongkong Hotel Company—\$150 per share, sellers.

Indo-China Steam Navigation Company, Limited—40 per cent. div.
China Sugar Refining Company, Limited—\$134 per share, sellers.

China Sugar Refining Company (Debtentures)—\$20 per share, sellers.
Luzon Sugar Refining Company, Limited—\$90 per share, sellers.

Hongkong Ice Company—\$150 per share, sellers.
Hongkong and China Bakery Company, Limited—\$80 per share, buyers.

Chinese Imperial Loan of 1878—14 percent. prem. ex. int.
Chinese Imperial Loan of 1881—par.

EXCHANGE.

ON LONDON—Bank, T. T. 3/8
Bank Bills, at 30 days' sight, 3/8
Bank Bills, at 4 months' sight, 3/8
Credits, at 4 months' sight, 3/8 @ 3/9
Documentary Bills, at 4 months' sight, 3/9

ON PARIS—Bank Bills, on demand 4/70
Credits, at 4 months' sight 4/78
ON BOMBAY—Bank, T. T. 22 1/2
ON CALCUTTA—Bank, T. T. 22 1/2
ON DEMAND—22 1/2
ON SHANGHAI—Bank, 7 1/2
Private, 30 days' sight, 7 1/2

OPIMUM MARKET.—THIS DAY.

NEW MALWA, per picul, \$525
(Allowance, Taels 96)
OLD MALWA, per picul, \$575
(Allowance, Taels 86)

NEW PATNA, high touch (without choice) per chest, \$562
NEW PATNA, high touch (first choice) per chest, \$565
NEW PATNA, high touch (bottom) per chest, \$567

NEW PATNA, high touch (second choice) per chest, \$560
NEW PATNA, low touch (without choice) per chest, \$557
NEW PATNA, low touch (first choice) per chest, \$560

NEW PATNA, low touch (bottom) per chest, \$562
NEW PATNA, low touch (second choice) per chest, \$555
NEW BENARES, high touch (without choice) per chest, \$550

NEW BENARES (bottom) per chest, \$554
TURKEY, per picul, \$450
NEW PERSIAN (best quality) per picul, \$425
OLD PERSIAN (second quality) per picul, \$265 @ \$332

HONGKONG TEMPERATURE.

(From Messrs. FALCONER & Co's Register, YALOWAY.)
Barometer—5 P.M. 30.154
Barometer—4 P.M. 30.150
Thermometer—5 P.M. 65
Thermometer—4 P.M. 65
Thermometer—3 P.M. (Wet bulb) 65
Thermometer—3 P.M. (Dry bulb) 65

Barometer—2 P.M. 30.200
Barometer—1 P.M. 30.244
Thermometer—5 P.M. 67
Thermometer—4 P.M. 67
Thermometer—3 P.M. (Wet bulb) 67
Thermometer—3 P.M. (Dry bulb) 67

Barometer—2 P.M. 30.300
Barometer—1 P.M. 30.344
Thermometer—5 P.M. 67
Thermometer—4 P.M. 67
Thermometer—3 P.M. (Wet bulb) 67
Thermometer—3 P.M. (Dry bulb) 67

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Barometer—1 P.M. 30.344
Thermometer—5 P.M. 67
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Thermometer—3 P.M. (Dry bulb) 67

Shipping.

ARRIVALS.

TAKACHINO MARU, Japanese steamer, 1,400 G. Nye, 16th December, Kobe 9th Dec. and Nagasaki 11th, General—Mitsui Bishi M. S. S. Co.

GLAUCUS, British steamer, 1,647, Jackson, 16th Dec., Swatow 15th December, Tea—Butterfield & Swire.

KOW-SHING, British steamer, 1,354, D. Webster, 16th Dec., Shanghai 13th Dec., General—Jardine, Matheson & Co.

DON JUAN, Spanish steamer, 654, Jose M. Marquez, 16th Dec., Manila 13th Dec., General—Brandao & Co.

ST. DEUC, French bark, 380, T. Durand, 16th Dec., Whampoa 15th December, General—Carlowitz & Co.

HWA-YUEN, Chinese steamer, 984, O. Wilson, 17th Dec., Shanghai 13th Dec., General—C. M. S. N. Co.

ACTIV, Danish steamer, 268, N. C. Reybeck, 17th Dec., Haiphong 14th Dec., General—A. R. Marty.

ANATISIA, British steamer, 322, Hamlin, 17th Dec., Manila 15th Dec., General—Russell & Co.

COPIE, British steamer, for Bombay.

GLAUCUS, British steamer, for Singapore, &c. Diamante, British steamer, for Amoy.

Don Juan, Spanish steamer, for Amoy.

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SHANGHAI SHIPPING.

November—4 ARRIVALS.
De Bay, British steamer, 1,087, J. J. Lee, 14th Dec., Nagasaki 9th Dec., Coals—Mitsui Bishi M. S. S. Co.

DIAMANTE, British steamer, 1,400, R. F. Cullen, 15th Dec., Manila 12th December, General—Russell & Co.

DOUGLAS, British steamer, 984, Samuel Ashton, 15th Dec., Foochow 11th Dec., Amoy 13th, and Swatow 14th, General—D. Lapraik & Co.

EMUY, Spanish steamer, 1,410, Rementeria 30th June—Manila 27th June, General—Rementeria & Co.—Kowloon Dock.

FAME, British steamer, 1,174, A. Stopani—Hongkong and Whampoa Dock Co.

HAINKA, British steamer, 281, J. Woone, 28th Nov., Holbow 26th November, General—A. Long & Co.

LUSTANIA, German steamer, 787, Nickelsen, 15th December, from Nagasaki, General—Captain.

OCEAN, British steamer, 1,039, R. R. Brown, 11th Dec., Saigon 5th December, General—Adamson, Bell & Co.

PILOT FISH, Spanish steamer, Bernardo Vhi, 27th Nov., Manila 24th November, Bal-last—Remedios & Co.—Cosmopolitan Dock.

SALTIER, French steamer, 323, V. Aranguren, 12th Dec., Haiphong 10th December, Rice, A. R. Marty.

SELEMBRIA, British steamer, 1,092, Fowler, 16th November, Amoy 15th November, General—Russell & Co.

SINDH, French steamer, 2,072, Laquerre, 15th Dec., Shanghai 12th Dec., General—Messageries Maritimes.

TAMALS, French steamer, 1,750, Vaquier, 15th Dec., Yokohama 8th Dec., General—Messageries Maritimes.

THALES, British steamer, 890, Pocock, 14th Dec., Amoy 11th Dec., and Swatow 12th, General—D. Lapraik & Co.

TROMP, Dutch steamer, 1,174, A. S. Roe, 11th October, Celebes 27th September, Victoria Foundry.

VOIGA, French steamer, 1,003, Benois, 26th Nov., Haiphong 23rd November, General—Messageries Maritimes.

WING SANG, British steamer, 1,517, W. H. Jackson, 14th Dec., Shanghai 11th Dec., General—Jardine, Matheson & Co.

SAILED VESSELS.
ALICE MARY, British bark, 361, J. Danis, 26th Nov., Newchwang 15th Nov., Beans—Chinese.

ANNA, German bark, 447, W. Jessen, 30th Nov., Newchwang 22nd Nov., Beans—Wieler & Co.

ANNA BERTHA, German bark, 480, Krause, 3rd Dec., Newchwang 2nd Dec., Beans—Siemens & Co.

ANNA-DOROTHY, Ger. bark, 343, T. Slocum, 3rd Dec., Newchwang 19th Nov., Beans—Wieler & Co.

ANNETTIN, Italian bark, 475, F. Repetto, 4th Dec., Singapore 13th October, Wood—D. Musso & Co.

ANTIOCH, American bark, 956, J. D. Wyman, 25th Nov., Newcastle, N.S.W., 2nd Oct., Coals—Order.

ASTERIA, British brig, 211, Samuel Cox, 26th September, Normanston (North Queensland) 18th Sept., Bal-last—Captain.

BRODENE, British bark, 665, A. E. Kildale, 2nd Dec., Newcastle, N.S.W., 14th Oct., Coals—Russell & Co.

CHARNEL QUEEN, Brit. bark, 609, Le Lachour, 12th Dec., Singapore 6th Nov., Timber—Ed. Schellhaus & Co.

CITADEL, British 3-m. schooner, 242, Morrison, 6th Dec., Chefoo 27th Nov., General—Captain.

C. B. CARVER, American bark, 1,100, Leroy Dow, 8th Dec., Yokohama 29th Nov., Petroleum Oil—Thomas Rowe and Smith.

ELIZABETH, German bark, 1,170, D. Brauer, 30th Nov., Cardiff 1st July, Coals—Melchers & Co.

GESINE BRONS, German bark, 400, Laarmann, 14th November, Swatow 10th Nov., Bal-last—Wieler & Co.

GLENVIEW, British 3-m. schooner, 283, Thomson, 5th Dec., Newchwang 3rd Dec., General—Wieler & Co.

HANSA, German bark, 499, L. O. M. Deneken, 25th Nov., Newchwang 14th Nov., General—Wieler & Co.

HAYDN BROWN, American bark, 823, C. H. Heverer, 15th Oct., Newcastle, N.S.W., 1st August, Coals—Russell & Co.

HELENA, British bark, 556, C. Hansen, 25th Nov., Newchwang 13th November, Beans—Siemens & Co.

HERMANN, German bark, 444, M. Traulsen, 3rd Dec., Amoy 1st Dec., Beans—Wieler & Co.

HIERONYMUS, German bark, 425, Ipland, 1st Dec., Amoy 29th Nov., Beans—Captain.

J. A. BORLAND, American bark, 635, Y. A. Kent, 8th September, Newcastle 6th July, Coal—Arnhold, Karberg & Co.

MARIE, German bark, 465, H. Ipland, 27th Nov., Newchwang 16th November, Beans—Wieler & Co.

Post Office.

A MAIL WILL CLOSE.

For Amoy and Manila—Per *Don Juan*, to-day, the 17th instant, at 5 P.M.

For Shanghai—Per *Wingang*, to-morrow, the 18th instant, at 3 P.M.

For Manila—Per *Anatista*, to-morrow, the 18th instant, at 4 P.M.

For Kowloon and Haiphong—Per *Activ*, to-morrow, the 18th instant, at 5 P.M.

For Swatow, Amoy, & Foochow—Per *Douglas*, to-morrow, the 18th instant, at 5 P.M.

For Hoibow, Singapore, and Mauritius—Per *Thales*, on Thursday, the 20th instant, at 2 P.M.

For Nagasaki and Kobe—Per *Takachino Maru*, on Friday, the 21st instant, at 3 P.M.

For Saigon—Per *Ocean*, on Friday, the 21st instant, at 4 P.M.

For Nagasaki, Higo, and Yokohama—Per *Kiwa*, on Thursday, the 27th instant, at 11 P.M.

For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, and Melbourne—Per *Nagles*, on Tuesday, the 8th January, at 4 P.M.

SHIPPING IN HONGKONG.

STAMERS.

COPIC, British steamer, 2,888, Kidler, 9th Nov., San Francisco 11th October, and Yokohama and November, Mails and General—D. O. S. S. Co.

DANTINE, British steamer, 561, J. Newton, 22nd November, Bangkok 12th November, Rice and General—Yuen Fat Hong.

Intimations.

J. ULLMANN & CO.

42, QUEEN'S ROAD.

ARE NOW SHEWING EX S.S. "IRRAQUADY" AND S.S. "GLENEAGLES."

FIRE PROOF AND COMBINATION SAFES.
STEEL JEWEL BOXES, TELESCOPES,
MARINE AND FIELD GLASSES, BEST MEERSCHAUM
CIGAR and CIGARETTE HOLDERS.

A LARGE ASSORTMENT OF
LEATHER BAGS, FOUL LINEN BAGS, &c.
PARIS MADE GENTLEMEN'S BOOTS AND SHOES, SCARVES AND SHIRTS.

IN GREAT VARIETY.
FRENCH DRESSES AND BONBONS.
A SPECIALITE FOR THE XMAS SEASON.

WHOLESALE AND RETAIL AND PRICES MODERATE.

ALWAYS ON HAND.
A Large Assortment of GOLD and SILVER WATCHES and CHRONOGRAPHS, CLOCKS
of all kinds, BAROMETERS, THERMOMETERS, ANEROIDS,
SPECTACLES, EYE-GLASSES, &c., &c., &c.

THE BEST MAKERS, AND AT LOW PRICES.

J. ULLMANN & CO.,
42, QUEEN'S ROAD CENTRAL.
Hongkong, 28th November, 1883.

F. VINCENOT

HAS FOR SALE.

FENARD'S BUTTER.
DUTCH CHEESE.
SAUCISSON DE LYONS.
PURE OLIVE OIL.
JAMS AND JELLIES.
SECRETAL BITTERS.
ANGOSTURA BITTERS.
AMER. PICON BITTERS.
FRENCH CIGARS (Petits Bordeaux).
JOB CIGARETTE PAPER.
ABADIE CIGARETTE PAPER.
EAU DE FLEURS D'ORANGES.
EXTRAIT D'EUCALYPTINE.

ANCHOVIES in Salt.
TOMATO SAUCE.
FRENCH BEER (Veltin's).
TUNNY FISH in OIL.
MORTADELLE in Tins.
A.B.C. PATES for Soup.
ASPARAGUS in Tins.
SARDINES in Oil; Petits Dejeuner.
CRISTALIZED FRUIT.
ESSENCE OF MOKA COFFEE.
NEW SAUER KRAUT.
FRESH HONEY in Bottles.

F. VINCENOT, No. 24, Praya Central.

Hongkong, 10th November, 1883.

For Sale.

RODERICK DHU WHISKY.

A PURE Fine Flavoured Blend, Equal in
Bouquet and Style to the
FINEST FRENCH BRANDY.
SOLE AGENT FOR HONGKONG,
C. L. THEVENIN,
Hongkong Hotel Building.
Hongkong, 19th October, 1883.

C. L. THEVENIN,

WINE AND SPIRIT MERCHANT,
HONGKONG HOTEL BUILDINGS,
HAS FOR SALE.

A FINE ASSORTMENT

WHITE and RED
B U R G U N D I E S,
GRAND HERMITAGE,
CHAMBERTIN,
RICHEBOURG, CHABLIS,
PINTS and QUARTS.

OLD PORT,
SHERRY,
WHISKEY,
COGNAC,
ASSORTED
LIQUORS AND SYRUPS,
PERFUMERY &c.
Hongkong, 17th October, 1883.

WILLIAM SCHMIDT & CO.
GUNMAKERS & AMMUNITION
DEALERS,
BEACONSFIELD ARCADE.

Arms, Ammunition, and Requisites of
every description.
Arms Repaired, Cleaned, or Converted at
moderate charges.
Sporting Guns and Ammunition always
on hand.

D. K. GRIFFITH.
MANUFACTURER OF THE LONDON
AERATED WATERS.
7, BEACONSFIELD ARCADE,
(Opposite the City Hall)

Having Purchased the entire Machinery of the
late Mr. E. CHARTERIS'S
SODA WATER FACTORY
is now prepared to execute the largest orders
for every description of Aerated Waters with
promptness and despatch.

SUPERIOR QUALITY.
IS GUARANTEED.
Consumers are invited to try these carefully
Manufactured
SPARKLING WATERS.
THREE DOZEN FOR ONE DOLLAR.
All Orders and Communications should be ad-
dressed to The Factory,
7, BEACONSFIELD ARCADE.
Hongkong, 11th April, 1883.

FOR SALE.
HOCKING'S PATENT FRESH WATER
CONDENSERS,
Capable of Condensing from one thousand to
two thousand gallons in 24 hours.

The Best and Cheapest Condensers made.
For Particulars, apply to
MR. FRASER-SMITH,
6, Peddar's Hill,
Hongkong, 7th December, 1883.

CHS. J. GAUPP & CO.
CHRONOMETER, WATCH, AND
CLOCK-MAKERS,
JEWELLERS, SILVER-SMITHS, AND
OPTICIANS.
CHARTS AND BOOKS.
NAUTICAL INSTRUMENTS.
SOLE AGENTS:
for Louis Audemars' Watches; awarded the
highest Prize at every Exhibition; and
for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES, MARINE
GLASSES, AND SPYGLASSES.
No. 35, QUEEN'S ROAD CENTRAL. 478

Station No. 1.	Blue and White
Mr. H. F. Dickie's Ariel	Anchor
Station No. 2.	Blue and White
Mr. C. V. Smith's Wave	Star
Station No. 3.	Blue and White
Mr. W. H. Ray's Kathleen	Star

The course was twice round from the mark-boat to the westward of the flag-ship to Cow-e-chow, and then round a mark-boat off the Cosmopolitan Dock and back to the flag-ship. A start was effected at 2.33 p.m., the *Naomi* taking the lead, with the *Kathleen* second and *Wave* third, the *Ariel* being rather slow in getting under weigh. On clearing the shipping the *Naomi* soon placed a gap between her and her rivals, having an advantage of five minutes on rounding the mark-boat at Cow-e-chow, the others being close together, but the *Ariel* still last. In beating back, Mr. Dickie's smart little cutter commenced to show her sailing qualities and quickly drew clear away from the *Kathleen* and *Wave*, and went in hot pursuit of the *Naomi*. The first round was completed by Mr. Forbes's cutter at 2.41.20, the *Ariel* being just eight minutes behind, the other pair being now practically out of the race. In again making Cow-e-chow the *Naomi* had added another couple of minutes to her previous advantage, but in the return journey the smaller cutter rubbed off a minute. The *Naomi* started for the stretch to the Cosmopolitan Dock mark-boat rather more than ten minutes in front of her rival, and this gap she increased to 16 minutes 40 seconds at the finish, the homeward journey. Deducting 7 minutes 30 seconds time allowance, the *Naomi* gained her winning flag by 9 minutes to seconds, a very handsome victory, as Mr. Dickie's cutter has greatly improved since last seen in public.

SECOND DAY.

SATURDAY, 15TH DECEMBER, 1883.

Fine weather again favored lovers of aquatic, and the attendance of spectators on board the flag-ship and in steam launches and other craft of various descriptions, was probably the largest that has ever been seen at a Hongkong regatta, even in the palm days of the sport, of which we hear so much. His Excellency the Governor was present in the Government steam launch, but was prevented by the lamentable accident, by his recent unfortunate accident from boarding the flag-ship. However, Lady Bowen, accompanied by the Misses Bowen and Mrs. W. H. Marsh, honored the proceedings with their presence, and there was quite a galaxy of distinguished guests. Amongst others we noticed Admiral Wills, C.B., commanding the British squadron in Chinese waters, Admiral Meyer, commander-in-chief of the French fleet in China, Admiral von Goetz, of the Imperial German navy, the Hon. T. G. Grosvenor, C.B., late *Chargé d'affaires* and secretary of the British legation at Peking, Mr. W. H. Marsh, C.M.G., colonial secretary, and a great number of military and naval officers and leading gentlemen, besides the *crème de la crème* of our commercial and social circles. The fair sex were strongly represented, but although the Band of the Buffs discussed a judiciously selected programme in their best style, dancing was out of the question, owing to the large assemblage. Captain Kidley and his officers were again most solicitous in providing for the comfort of the numerous company on board the *Coffin*, and merit the recognition of the public for their kindness and courtesy. It may not be out of place to state that the *Coffin*, which leaves here for home via Bombay tomorrow, probably never to return, is not the finest steamer we have ever seen aboard of in this harbor, but is the best kept ship we have seen for many years; and it gives us much pleasure to compliment Capt. Kidley and his officers on having so successfully shown the Hongkong community a White Star Liner in its true colors. The arrangements for tiffin were most admirably carried out under the direct superintendence of Mr. Gotha, chief steward of the *Coffin*, and the management of the Hongkong Hotel is certainly entitled to a very great deal of praise for giving what we have no hesitation in saying was the most magnificent collation ever seen on a similar occasion in the colony.

The racing was again of an interesting character. In the International Race, the Scotch crew, as we predicted from the first would be the case, won from start to finish without being once called upon, and the victory was an exceedingly popular one. For second place a severe struggle took place between Germany and England, the former just managing to get rid of their antagonists a few yards from the winning flag. The Scotch were not only the strongest crew, but they rowed in much the best form, although Stewart at stroke proved too much on arm work, making it very easy for his body and legs. Glass and Goodhead were not only the two best men in the boat, but in our opinion were the two best oarsmen of the meeting, and after them we should place Grimbale and Fisher. Kiltzau is a powerful oar, and proved himself the minutest of the Germans, whilst Isaac Hughes, if not exactly the *best ideal* of form, possesses plenty strength and is game to the backbone. Lockhart is not such a good man in a boat as he ought to be from a muscular frame, although he pulled very well indeed in the International. Travers was out of all condition, his rowing entirely lacking the dash which is rowing to characterize it some five or six years ago.

The race for the American Cup proved a great surprise, this handsome trophy being regarded in the light of a certainty for Hughes' crew in the *Leak*. Like many other "certainties," this one just failed to come off, Fisher spurring gamely at the finish, and to use a common metaphor, fairly snatching the race out of the fire, a result which was in no slight measure due to the judgment displayed by Mr. Fisher, who steered the winners. After their brilliant form in the Welsh Cup, the Ladies' Purse was set down as a good thing for Grimbale's crew, and when, owing to Wilford's temporary collapse, Fisher had to scratch his boat, the way was made quite clear for the favorites, who easily disposed of the other pair when it came to racing. Contrary to expectation, the Members' Cup produced a most exciting race between the German crew in the *Kornblume* and a mixed crew of Fisher in the *Shamrock*. As Wilford was weak and dead before the start, it was thought the Germans would have almost a walk-over, however, Fisher kept his men hard at work, and it was only in the last furlong that Kiltzau drew clear, and won a fine race by about two lengths, the losers slowing down at the finish.

The race for house-boats was a miserable affair, and, as might have been expected, the 12-oared cutter, from the *Victor Emanuel*, and the 10-oared boat, called the *Leak*, made nothing of a show without a time allowance against Admiral Meyer's 10-oared barge. The Frenchmen, rowing a long sweeping stroke, for men-o-war's men, led all the way and won with a grand ease. There was a grand race for the cup marked by the Royal Naval Club, to be rowed in 500 yards, the *Leak* being the favorite, by officers of Her Majesty's fleet, and the *Leak* between the representatives of the

Audacious and *Vigilant*, the former just managing to get home first by a bare quarter of a length, after one of the most exciting finishes of the meeting.

Capital sport was exhibited in the sailing races, the *Arrow* very cleverly winning the race for yachts under 10 tons from three opponents; whilst in the contest for all open boats, Chinese excluded, a whaler from the American ship *Twilight*, which had finished nowhere in the race for ship's boats on the first day, just beat H.M.S. *Champion's* cutter by a couple of seconds, after a grandly sailed finish.

At the finish of the racing, Lady Bowen presented the prizes to the successful competitors, with a few graceful and well chosen remarks. The Ladies' Purse had previously been handed over to Mr. F. Grimbale, the stroke of the winning boat, by Miss Bowen, who expressed her pleasure at having been selected to make the presentation, and complimented the crew on their well won victory. Mr. Grimbale briefly replied, and called for "three cheers for the ladies," which were heartily given.

Mr. Thomas Jackson, chairman of the executive committee, remarked that His Excellency the Governor had expressed his regret at being unable, owing to lameness, to be present on board the flag-ship, but trusted he would be able to be there next year. Three cheers were then given for the Governor and Lady Bowen, then for Mr. Jackson, and also in honor of Captain Kidley for his courtesy in placing his fine vessel at the disposal of the committee as a flag-ship.

The following are the particulars of the day's racing:—

1ST RACE.—1 P.M.
FOR GIGS pulled by European Non-Commissioned Officers and Men of any Regiment or Corps in Garrison, or by European members of the Police Force. Distance, One Mile. Entrance, \$1. First Prize, \$15; Second, \$5. Winner of Second Race on first day, and Outrigger Boats excluded.

Royal Engineers. The Sapper. Red & Blue. 1
Station No. 2.
Royal Artillery. The Bombardier. Red Flag. 2

2ND RACE.—1.30 P.M.
INTERNATIONAL RACE. "Challenge Cup." For Four-Oared Canton Cutters. Distance, One Mile. This Cup to be won two consecutive years before being finally held. Entrance, \$10.

(Scotch.)
LEAK.
Station No. 2.—White Jersey & Blue Flag with Thistle.

Bow, Mr. T. Glass, 1st. 10 lbs.
No. 2, Mr. R. Goodlad, 1st. 11 lbs.
No. 3, Mr. E. W. Rutter, 1st. 12 lbs.
Stroke, Mr. G. Kiltzau, 1st. 13 lbs.
Cox, Mr. G. A. Caldwell, 1st. 14 lbs.

(German.)
"KORNBLUME."
Station No. 1.—Black, White and Red.
Bow, Mr. B. Buschmann, 1st. 10 lbs.
No. 2, Mr. G. P. Lammer, 1st. 11 lbs.
No. 3, Mr. H. Müller, 1st. 12 lbs.
Stroke, Mr. G. Kiltzau, 1st. 13 lbs.
Cox, Mr. H. Sampson, 1st. 14 lbs.

(English.)
"ROSE."
Station No. 3.—White, Red Sash, Red Rose.
Bow, Mr. H. E. Angier, 1st. 10 lbs.
No. 2, Mr. E. W. Rutter, 1st. 11 lbs.
No. 3, Mr. J. I. Hughes, 1st. 12 lbs.
Stroke, Mr. T. R. Fisher, 1st. 13 lbs.
Cox, Mr. F. A. Sampson, 1st. 14 lbs.

The Scotch crew were made favorites at last, even money being laid on them against the field. An excellent start was quickly effected, the English on the right catching first hold of the water, and obtaining a slight advantage after rowing a few strokes. The boats kept well together for a couple of hundred yards, Fisher setting a quick stroke of 38 to the minute, Kiltzau 36, and Stewart 34. The Scotch were pulling in much better form than their opponents, and soon commenced to draw ahead. Long before the coals sheds were reached the race, barring accidents, was a certainty for the Scotch. A quarter of a mile from the finish the leaders were about three lengths in advance, the English and Germans being close together, and rowing a desperate race. Stewart slowed down on nearing home, and was contented to win by a length and a quarter from the Germans, who beat the English by nearly a length. Time, 6 minutes 20 seconds.

3RD RACE.—2 P.M.
FOR HOUSE BOATS AND FOR GIGS PULLED BY CHINESE. Distance, One Mile. Entrance, \$1. First Prize, \$15; Second, \$5. Winner of Sixth Race on first day excluded. Time for Oars—6 seconds per Oar.

Station No. 1.
P. & O. Co.'s, 5 oars—gig. 1
Naval Yard, 4 oars—Maud. 2

The P. & O. crew, with a decided advantage in their craft, drew away from the start, but it was a severe struggle, the Chinese pulling manfully throughout, and with the six seconds allowance, the Naval Yard seemed to have a fair chance of winning on time, until, through some misunderstanding, they left off rowing in the last fifty yards and suffered an easy defeat. Time 8.40.

4TH RACE.—2.30 P.M.
"AMERICAN CUP." To be rowed in Canton. Four. Distance, One Mile. Entrance, \$10.

"SHAMROCK."
Station No. 1.—White, Red Sash.
Bow, Mr. F. C. Wilford, 1st. 10 lbs.
No. 2, Mr. J. H. Stewart-Lochhart, 1st. 11 lbs.
No. 3, Mr. H. Müller, 1st. 12 lbs.
Stroke, Mr. T. R. Fisher, 1st. 13 lbs.
Cox, Mr. H. E. Angier, 1st. 14 lbs.

"LEAK."
Station No. 4.—White, Blue Sash.
Bow, Mr. E. W. Rutter, 1st. 10 lbs.
No. 2, Mr. R. Goodlad, 1st. 11 lbs.
No. 3, Mr. G. Stewart, 1st. 12 lbs.
Stroke, Mr. J. I. Hughes, 1st. 13 lbs.
Cox, Mr. G. A. Caldwell, 1st. 14 lbs.

"KORNBLUME."
Station No. 1.—Blue and White.
Bow, Mr. B. Buschmann, 1st. 10 lbs.
No. 2, Mr. W. G. Phillips, 1st. 11 lbs.
No. 3, Mr. E. W. Rutter, 1st. 12 lbs.
Stroke, Mr. G. Kiltzau, 1st. 13 lbs.
Cox, Mr. H. Sampson, 1st. 14 lbs.

"THISTLE."
Station No. 3.—Green and White.
Bow, Mr. C. W. Brown, 1st. 10 lbs.
No. 2, Mr. G. P. Lammer, 1st. 11 lbs.
No. 3, Mr. T. Glass, 1st. 12 lbs.
Stroke, Mr. A. K. Travers, 1st. 13 lbs.
Cox, Mr. T. Lammer, 1st. 14 lbs.

This resulted in another grand race, Fisher's crew of outsiders upsetting the favorites after a close fight, and winning cleverly. Kiltzau finished a fair third, Travers, who ceased to persevere in the last quarter of a mile, being a long way off, last. Time 6 minutes 20 seconds.

5TH RACE.—3 P.M.
FOR MEN-O-WAR'S CUTTERS. Distance, One Mile. Entrance, \$10. First Prize, \$20; Second, \$10. No time allowed for Oars.

POST-ENTRIES.
French flag-ship *Victor Emmanuel's* barge, 10 oars. 1
H.M.S. *Victor Emmanuel's* cutter, 10 oars. 2
H.M.S. *Darling's* cutter, 10 oars. 3

The huge French barge led from end to end and won by about a hundred yards. The *Darling's* cutter was a bad third.

6TH RACE.—3.30 P.M.
"LADIES' PURSE." For Four-Oared Canton Cutters. Distance, One Mile. Entrance, \$5.

"LEAK."
Station No. 4.—Black and Gold.
Bow, Mr. T. Glass, 1st. 10 lbs.
No. 2, Mr. R. Goodlad, 1st. 11 lbs.
No. 3, Mr. A. Dennison, 1st. 12 lbs.
Stroke, Mr. F. Grimbale, 1st. 13 lbs.
Cox, Mr. G. A. Caldwell, 1st. 14 lbs.

"ROSE."
Station No. 3.—White, Blue Sash.
Bow, Mr. C. Baril, 1st. 10 lbs.
No. 2, Mr. G. P. Lammer, 1st. 11 lbs.
No. 3, Mr. C. W. Richards, 1st. 12 lbs.
Stroke, Mr. J. I. Hughes, 1st. 13 lbs.
Cox, Mr. G. Grimbale, 1st. 14 lbs.

"KORNBLUME."
Station No. 1.—Blue and White.
Bow, Mr. B. Buschmann, 1st. 10 lbs.
No. 2, Mr. J. H. Stewart-Lochhart, 1st. 11 lbs.
No. 3, Mr. E. W. Rutter, 1st. 12 lbs.
Stroke, Mr. G. Kiltzau, 1st. 13 lbs.
Cox, Mr. H. Sampson, 1st. 14 lbs.

Grimble's crew were hot favorites and led from start to finish, winning comfortably by several lengths. A close and exciting contest for second place between Hughes and Kiltzau, ended in favor of the former by a few feet. The *Shamrock* did not take part in the race, one of the crew, Mr. Wilford, not being able to start, owing to the effects of his severe exertions in the American Cup.

7TH RACE.—4 P.M.
TO BE ROWED IN 5 OR 6-OARED ROYAL NAVAL GIGS OR WHALERS. By Officers of H.M.'s Fleet in Harbour. Cup presented by the Members of the Hongkong Club. Time for Oars—6 seconds per Oar.

POST-ENTRIES.
H.M.S. *Audacious's* 6-oared whaler. 1
H.M.S. *Victor Emmanuel's* 6-oared whaler. 2
H.M.S. *Victor Emmanuel's* 6-oared whaler. 3

The *Vigilant's* gig and the flag-ship's whaler soon left the other boats at a distance, and a seon race ensued during the whole journey. The gig kept slightly in front until within a short distance of home, and looked all over a winner until the stroke of the whaler spurred strongly, and getting the best of the finish, won very cleverly indeed by a quarter of a length. The other boats were beaten a considerable distance.

8TH RACE.—4.30 P.M.
"MEMBERS' CUP." Presented by Members of the Victoria Recreation Club. For Four-Oared Canton Cutters. Distance, One mile and a-half. Entrance, \$10. Winner of "The Chairman's Cup" excluded.

"KORNBLUME."
Station No. 3.—Blue and White.
Bow, Mr. C. Denklau, 1st. 10 lbs.
No. 2, Mr. G. P. Lammer, 1st. 11 lbs.
No. 3, Mr. H. Müller, 1st. 12 lbs.
Stroke, Mr. G. Kiltzau, 1st. 13 lbs.
Cox, Mr. H. Sampson, 1st. 14 lbs.

"SHAMROCK."
Station No. 2.—White, Red Sash.
Bow, Mr. B. Buschmann, 1st. 10 lbs.
No. 2, Mr. F. C. Wilford, 1st. 11 lbs.
No. 3, Mr. J. H. Stewart-Lochhart, 1st. 12 lbs.
Stroke, Mr. T. R. Fisher, 1st. 13 lbs.
Cox, Mr. G. Grimbale, 1st. 14 lbs.

Owing to the indisposition of No. 2 in Fisher's boat, this race was looked upon as a gift for the Germans. Fisher got slightly the best of the start, and setting his men a lively stroke obtained a lead of half a length in the first hundred yards. There was no change in these positions until passing the *Whisper*, where the Germans had drawn into first place, Wilford having hung out signals of distress long before this point was reached. Notwithstanding this, Fisher kept pegging away, ably seconded by Lochhart, who seemed as fresh as paint, and fairly held their opponents until well in the line for home. Three hundred yards from the finish Kiltzau quickened, and, after a brief spurt, obtained a decided advantage, which was increased as the winning post was neared. The *Kornblume* ultimately winning a good race by between two and three lengths, in 10 minutes 30 seconds. The victory of the Germans was a very popular one, the winning crew being heartily cheered on returning to the flag-ship.

SAILING RACE.
FOR ALL OPEN BOATS. Chinese excluded. Entrance, \$2. First Prize, \$20; Second, \$10.

POST-ENTRIES.
American ship *Twilight's* whaler. 1
H.M.S. *Champion's* cutter. 2
H.M.S. *Champion's* pinace. 3

There were six entries for this race, viz., H.M.S. *Champion's* pinace and cutter, steamship *De Bay's* gig, *Twilight's* whaler, *Spartan's* cutter, and Messrs. Arnold, Karberg & Co.'s dingy *Conchita*. The boats got away to a fairly good start at 1.40 p.m. The *De Bay's* gig and Arnold, Karberg & Co.'s dingy got into trouble in setting their sails, and lost considerable ground at the commencement of the race. The leading boats kept well together in the run down to the Great Island mark, the *Spartan* showing the way, and rounded the stake-boat in the following order:—*Spartan's* cutter at 2.07; H.M.S. *Champion's* pinace at 2.40; same vessel's cutter at 2.10; *Twilight's* whaler at 2.11; *De Bay's* gig at 2.12; *Conchita* at 2.20. The small craft then hauled to the wind, the men-o-war boats showing their superior sailing qualities by rapidly overhauling and passing the *Spartan's* boat, which had hitherto led the way. The *Twilight's* whaler now showed her sailing points by coming through and taking third place. The three leading boats made a capital race to the Chung Hee stake-boat, which was passed as follows:—*Champion's* cutter at 2.35; *Champion's* pinace at 2.39; *Twilight's* whaler at 2.41; *Spartan's* cutter at 2.45; *De Bay's* gig at 2.46; and *Conchita* at 2.52. It was now a dead heat to windward to reach the winning mark. The *Spartan* tried the inside course to the northward of Stonecutters Island, but lost the wind and her chance of winning the race. H.M.S. *Champion's* boats and the *Twilight's* whaler had now a well contested beating match, the last named boat being well handled throughout, and finally securing an winning a capital contested race. The *Twilight's* whaler arrived at 4.01 p.m.; the *Champion's* cutter at 4.03; and the same vessel's pinace at 4.12. The wind during the race was too light for the heavier boats, and although they were well handled, they had not an opportunity of showing their superior sailing qualities.

YACHT RACE.
FOR YACHTS UNDER 10 TONS. Entrance, \$5. Time for tonnage. Cup presented by the Victoria Recreation Club.

Mr. Wobler's Arrow. 1
Mr. McCallum's Eva. 2
Mr. Lang's Sunbeam. 3
Mr. Tidd's Sealark. 4
Mr. H. Dickie's Iris. 5

Course from the flag-ship to Cow-e-chow then round a mark-boat off Chung Hee and back to the flag-ship; thence round a boat off the Cosmopolitan Dock and back to the flag-ship. The yachts started at 1.25 p.m., and the race finished at one minute past 6. The *Arrow* beat the *Eva* by 8 minutes 35 seconds. To these two the contest was confined throughout.

AFFAIRS IN TONKIN.

FRENCH ADVANCE ON SONG-TAI.

(FROM OUR SPECIAL CORRESPONDENT.)

HANOI, 11th, December 1883.

I have only time to send you a hurried line by a launch which is just leaving for Haiphong. The long expected advance on Song-tai has been made. Admiral Courbet left here this morning with all his available forces (I hope to send you numbers and other particulars shortly), and directed his course towards Song-tai, where a landing was safely effected, without much difficulty, on the right bank of the Day. Preparations for the attack were immediately commenced and are now in progress. The general assault has, I am informed, been ordered for the morning of the 13th, and will be made simultaneously by land and from the river. Great confidence is felt by the French troops, and as they are in strong force and also supported by a fleet of gunboats and several batteries of artillery, they ought to capture the fortress without a great deal of trouble. I am told there are no Chinese troops in Song-tai, but I merely give the statement for whatever it may be worth.

The information you published in the *Telegraph* some time ago to the effect that Monsieur Harmand had been recalled, and that Monsieur Trépo, the late French Minister to China, would be his successor, is quite correct. M. Harmand will leave Haiphong by the next Messageries Maritimes steamer on or about the 19th inst., and it is expected that M. Trépo will arrive in one of the French men-of-war before the present Campaign takes his departure.

I will endeavor to send the result of the assault on Song-tai by the next steamer leaving Haiphong for your port.

CHINKIANG.

(FROM OUR CORRESPONDENT.)

12th December, 1883.

Since the exodus of troops, which left this port a few days since by the China Merchants' steamers *Yungching*, *Poochi*, and *Fungshun*, there have been no soldiers to guard the forts around the vicinity of Chinkiang. Yesterday a contingent of 500 men arrived from Nanking; they were brought down in native boats in tow of the Chinese gun-vessel *Tun Yin Chow*. They are under the command of General Chang. The Bund is now undergoing a thorough repair. New piles are being driven in the fortress, and when the river has fallen sufficiently, the stone facing or sea-wall, I hear, will be commenced. The British gun-boat *Escholtz* arrived today, at 6.30 p.m., and came to an anchor off the settlement—*Mastury*.

KOBE.

Among the passengers on board the *Tokio*, which arrived here yesterday, the 7th inst. from Shanghai, was Mr. Zappe, His Imperial Majesty's Consul-General for Japan.

Mr. Zappe is returning to Yokohama after successfully completing his special mission to Korea, having signed on behalf of the Government a treaty with the King of Korea on the 26th ultimo, the same day on which the British treaty was signed by Sir Harry Parkes. We understand that both contracts were made conjointly, and that their provisions contrast very favourably with the treaties formulated last year.

We notice in a recent issue of the *Japan Mail* that a cylinder for a compound engine has been cast at the Mitsui Bishi Company's works in Yokohama, and weighs about five tons. This casting, the *Mail* remarks, "is probably the largest ever manufactured in Japan." The *Mail* will not, we trust, feel offended if we convey our impression as to the capability of the local engineering establishment. Not many weeks ago Messrs. E. C. Kirby & Co., of the Kobe Iron Works, cast a cylinder weighing slightly over thirteen tons for the engines of the corvette they are building to the order of the Japanese Government, and only the other day a second cylinder which is not very much smaller was made at the same works.

The annual installation meeting of the Lodge "Gloag and Osaka" No. 498, S.C., was held at the Masonic Hall on Thursday evening last, December 6th, when the following office-bearers for the ensuing year were duly installed:—

Bro. W. WARBURTON R. W. M.
Bro. G. N. WILSON L. P. M.
Bro. H. H. HUBBARD D. M.
Bro. H. W. TAYLOR S. W.
Bro. J. CALDER S. W.
Bro. F. M. JONES J. W.
Bro. H. HEITKEMPER Treas.
Bro. A. MILLS, P. M. Sec.
Bro. J. WALKER S. D.
Bro. A. ALBRECHT J. D.
Bro. J. DICK L. G.
Bro. W. K. BOARD Tyler.

The installation ceremonies were ably performed by the outgoing R.W.M., and after the business of the evening was finished the members and their friends adjourned to the supper room. The usual toasts were duly honored after supper had been partaken of, and the company broke up after a very agreeable evening had been spent.—*Hugo Newell*.

NAGASAKI.

A rather severe shock of earthquake was experienced here during the small hours of yesterday morning.

Mr. Consul Troup, wife, and family, passed through in the *Kumamoto Maru* en route to Kobe, to take up his appointment as British Consul there.

The Japanese barque *Tsunoyama Maru*, bound from this port to Yokohama with a cargo of coal, put back on the 6th ult. owing to the 3rd officer and the crew refusing duty.

General Van Buren, U.S. Consul-General to Japan, arrived in the *Nagaya Maru* on Monday last, and is making a short stay here as the guest of General Troup, U.S. Consul.

The expenses incurred by dredging operations during the month of November are given as *yen* 756.44, and the space cleared during that month as 1080 tubs.

On Tuesday last, H.L.G.M.'s frigate *Leopold* arrived from Genoa, and on board the German Minister Plenipotentiary and Consul-General, Mr. Zappe, and staff. We hear that the new treaty between Germany and Korea was signed on the 26th ult. and we are given to understand that by it much more favorable terms have been secured than those contained in last year's treaty. The treaty negotiations having been carried on conjointly with those conducted by Sir Harry Parkes on behalf of Her Britannic Majesty's Government, the two documents were signed on the same day. The *Leopold* left Genoa on the 1st inst., and called at Fusan en route. Mr. Zappe, the newly-appointed British Consul at that port, from his extensive knowledge of Korea and the Korean language, was specially detached to assist Sir Harry Parkes at the treaty-making. *Altogether* over a passenger by the *Leopold*, H.E.M.'s private *Sophia*, left Genoa on the day previous to the *Leopold*, and after conveying Sir Harry Parkes to China, arrived here on Wednesday.—*Hugo Newell*, December 6th.

BROTHER GARDNER ON DREAMS.

"Now, gentlemen, I had a few remarks to get off some two years ago on the subject of dreams, and I don't wish to express a few more." I am given to understand that some of our most prominent members believe in dreams as a shape their course according. I am an old man and I have about a million dreams since I began business. Dar's sunthin' in 'em, but not much.

"To dream that you are crossin' a muddy stream to steal turnips signifies dat you had better go to work an' aim some taters.

"To dream that you are trabblin' long a dusty highway an' lookin' for a lost pocket-book wid' \$50 in it signifies dat you am much mo' sartin to be towed out de house for non-payment of rent dan you am to pick up a single nickel.

"To dream that you are ridin' a white horse past a red ba'n an' dat a gray-haired man comes out and pinta a blue emblella at you signifies dat de flour ba'n am empty an' dat you had better hunt fur work.

"To dream dat you sot on de fence an' saw a funeral pureshun go past, and dat de man who drives de hearse has a glass eye, signifies dat yet owe de grocer \$375, an' have been dodgin' him fur de las' three months.

"To dream of seein' a woman walkin' ober a creek on a suspension bridge signifies dat your ole woman can't go to church for de want of shoes.

"Dar am lots of udder dreams dat means lots of udder things, but dese am fall samples de de lot. If dar am anybody in dis hall inst' nuff to believe dat he kin lay on his back on an ole straw bed an' groan an' grunt an' dream six weeks inter de fuchan now am de time fur him to pick up his jeh an' bid us good by!

"An' one ting mo', I understand dat darin members of dis club am in de habit of seein' ghosts. I don't specify any names, but I wish to say to de whole convention dat de werry first of you who sees a ghost or catches sight of a spook will be catered out de club. We fast dat de tracks left behind you on de sta's will be somkin' hot. We will now pick up de regular program of de evenin' an' rush de house."—*Detroit Free Press*.

MID-WEEK ECHOES.

It is a curious fact that the big blunders of the French, as a nation, are always overlooked by the world at large. Recently we were reminded of this by the French Government's blunder in the case of the *Leak*, which was a gross mistake, and worse than pickpocket. The critical condition in which the French Government finds itself in consequence of the attitude of the Radical party, the stupid and ruinous military expeditions, the deplorable condition of the finances—all this seems to be overlooked by the majority of even intelligent people abroad. But about a petty insult offered by the mob to the King of Spain every dupe and parlor cad in creation has something abusive to say; as if Kings and Queens had never been hissed or mobbed before, both at home and abroad. Queen Victoria has been more than once hissed by her own subjects. Napoleon and Eugénie were a number of times insulted at home and almost driven out of Spain. The late Car was hissed in Paris. The very same Alfonso XII, in company with the King of Portugal, was but a short time ago hissed and oranges were thrown at him at a bull fight in Madrid. Dozens of similar instances could be given; but they seem all to be ignored, and over the little incident of a mob hissing the young Alfonso for becoming a German Uhlan a world wide fuss is made. Of course, the fact that the served Bismarck's purpose that a fuss should be made has something to do with it. But the people abroad, and especially in this country, ought to know better than to abuse the whole French nation for a trifle like that. France is dangerous, requires watching, and deserves rebuke from other nations is in the leniency she shows toward her demagogues, in her foolish entanglements in China, and in the reckless management of her finances. A row in the Chamber seems to be inevitable. No one can tell whether it will not lead even to the overthrow of Grévy. A war with China may break out at any moment and disturb the trade of the whole world. Meanwhile the budget for the current year already shows a deficit of over \$400,000,000, about one-eighth of which has been produced by the miserable Tonquin expedition. At the same time the trade of the country shows a steady falling off. In the last ten years the exports from France have decreased over \$500,000,000 a year, while the imports have increased nearly \$300,000,000. This increase, however, is mainly due to natural causes—bad harvest and phylloxera. The imports of cereals have increased since 1875 some \$115,000,000, and the imports of wine \$65,000,000. France imports now practically more wine than she exports. A nation which under such circumstances throws millions away upon public buildings to keep her socialistic workmen quiet, and spends many more millions upon risky military expeditions to keep her soldiers busy, must evidently be in an abnormal condition, and does not present a comforting sight to the world at large.—*New York Sun*.

PERSIAN LYING.

The ancient Persians brought up their sons to always speak the truth; the modern Persian educates his boy to draw the long bow. Europeans who live among them soon learn to discount any statement a native may make. An amusing illustration of Persian exaggeration is given by an English physician who resided for several years in that country. He says:—

I was conversing on the subject of hunting with the King of Persia, and a large circle of courtiers and priests filled the room.

The Prince narrated his exploits in hunting the antelope the previous day and gravely stated that while pursuing a pair of "shu," when riding a very restive horse that he had, his head-stall broke.

"What should you have done, doctor?"

"I should have tied to stick on as long as the ground was good, and expecting an accident, have waited it."

Announcements.

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The Hongkong Telegraph

HONGKONG, MONDAY, DECEMBER 17, 1883.

THE long talked-of advance by the French on Song-tai has at last taken place, and in the course of the next two or three days we shall probably hear that the famous fortress of the Black Flags has fallen into the hands of the invaders. Our Special Correspondent, writing from Hanoi on the evening of the 11th inst., says that Admiral Courbet left early in the morning with all the available forces at his disposal, for a combined attack on Song-tai. A landing was effected without difficulty on the right bank of the river Day, and preparations were at once commenced for an attack on a large scale. The general assault by land and from the river was to take place simultaneously on the morning of the 13th, so that long ere now Admiral Courbet has succeeded where General Bourb failed, or, for the third time during the present campaign, the French troops have been driven back on their head-quarters at Hanoi.

Without any reliable information as to the actual strength of the fortifications of Song-tai, or any accurate data on which to found an estimate of the present strength or personnel of the garrison, it may be unwise to venture on any confident prediction as to the success of the French expedition; still, as we know that Admiral Courbet has now a comparatively large army under his command in the Hanoi district—probably not fewer than 15,000 thoroughly drilled and well-armed men—and, in addition to a powerful flotilla of serviceable gunboats, possesses considerable strength in field artillery, it seems scarcely probable that the combined Annamites and Black Flags can offer any effectual resistance to the forces arrayed against them. Were the Chinese regular troops in Song-tai instead of Bacninh the task Admiral Courbet has set himself could not be accomplished without great difficulty, and it might not unlikely fail to be accomplished; however, as all recent information from the interior of Tonquin is to the effect that the Chinese strength is concentrated at the last named town, another French reverse is hardly possible. A steamer from Haiphong should arrive here either to-morrow or Tuesday, and will probably bring news of the result of the assault. Whatever that may be, it can only indirectly and to a minor extent affect the great question of peace or war between France and China, which has been hanging in the balance for months past, almost completely paralysing trade on the Chinese coast. China's ultimatum distinctly named Bacninh as the fortress prohibited to a French attack, and therefore we do not think it likely that the capture of Song-tai would be considered a *casus belli*. Nay more, it is just possible that success at Song-tai would satisfy French national pride and open the door to some amicable arrangement with the Celestial Empire, by which the threatened rupture of friendly relations might be avoided. It is even quite possible that China is conniving at the capture of Song-tai on the grounds hinted at in the foregoing sentence. This would be nothing strange in modern diplomacy, and it certainly offers the only reasonable explanation of the extraordinary and sudden alteration of Admiral Courbet's plans, after Marques Tseno had plainly intimated to the French Government that the threatened advance on Bacninh would be immediately followed by a declaration of war from China.

TELEGRAMS.

LONDON, 15th December.
THE MEETING OF PARLIAMENT.
Parliament is summoned to meet for the despatch of business on Tuesday, the 5th February, 1884.

HICKS PASHA SAFE.
The Governor of Dongola telegraphs to Cairo that Hicks Pasha is safe.

[Dongola] the chief town of a province of the same name, is situated on the left bank of the Nile in Nubia, in lat. 19.7 N. and long. 29.55 E., and is an important military station and commercial depot.—Ed. Telegraph.

PARIS, 15th December.
FRENCH REINFORCEMENTS FOR TONQUIN.
Three thousand additional reinforcements are ordered to Tonquin under General Millot.

THE SINEWS OF WAR.
M. Ferry, the French Premier, has asked the Chambers for a supplementary credit of twenty millions for Tonquin.

LOCAL AND GENERAL.

H.M.S. *Esper* arrived at Chinkiang on the afternoon of the 12th inst.

This concert announced to take place at the Garrison Theatre this evening, has been postponed to the 19th inst.

A CORRESPONDENT informs the *N. C. Daily News* that the Rev. Dr. George Worthington, of Detroit, has been appointed Bishop in China, *vice* Dr. Schereschewsky, resigned.

A GOVERNMENT gardener, by name Ho Ahum, was fined a dollar this morning at the Police Court for damaging flowers in the Public Gardens. He pleaded that his wife wanted some to use as medicine.

The American ship *Sea Witch*, laden with sugar and hemp for New York, got aground near the entrance to the bay at Manila a few days ago. She was quickly towed off, without having suffered any damage, by the Spanish steamer *Romulus*.

A PARIS correspondent writes:—The crusade, I am sorry to say, against employing Tuetons has now become general. The order of the day is, "No Germans need apply." The French workmen will retire where such are employed, and masters are powerless.

In accordance with the provisions of section 6 of Ordinance No. 6 of 1875, His Excellency the Governor has directed that Christmas Eve, Christmas Day, Boxing Day and New Year's Day be observed as public holidays throughout the government departments.

WE read in the Shanghai *Mercury* of the 13th inst. that "the Taotai, accompanied by Mr. Chesbire, U.S. Vice Consul, paid an official visit on that date to the Commander of the U.S.S. *Monoway*. The Taotai having inspected the ship, the crew went through various drills. After partaking of some lunch the party returned on shore by about 4 p.m."

WE observe from *El Comercio* that the British steamer *Jolani*, which ran aground on the Pangasinan Shoal, off the coast of Tablas Island, on October 31st, has been successfully got off. Although the engines had been under water for some considerable time, a few hours put them in working order, and the vessel was enabled to proceed under her own steam to Manila.

THE American ship *Lorain Fish*, which arrived at Yokohama from New York on the 4th inst., brought the largest cargo ever delivered at that port by an American vessel, viz., 69,000 cases of kerosene oil, and 10,000 of general cargo. She came by way of Australia, and experienced moderate weather till ten days ago off the Japanese coast, where adverse gales with unsettled weather were met, and continued to port.

A COOLIE named Chan San Yan, against whom three previous convictions for larceny and unlawful possession were recorded, was sent up for six months' hard labor this morning by Mr. Wodehouse, on the charge of stealing a brass smoking pipe, the property of a passenger, on board the steamship *Lemnos* on the 15th inst. Another Chinaman named Piu Awan, belonging to the unemployed fraternity, got three months' for "annexing" a pair of candlesticks, the property of Chong Chung Yau, mistress of a house of ill-fame.

LI ACHU, a hawker, who was committed for trial on the 30th November, by Mr. Wodehouse, for violently stealing a pair of gold earrings, worth \$15, from the person of a prostitute, while she was walking in Hollywood Road on the 29th ult., causing her ears to bleed and hurting them considerably, had two years' hard labor meted out to him this morning at the Police Court, both Magistrates sitting. The defendant admitted the charge, and said he had no "chow" for two days at the time he annexed the earrings, and wanted to raise some dollars, in order to go to Canton. The case was sent back by the Attorney General to be dealt with by the Magistrate as not being of sufficient gravity, we suppose, to be brought before the Supreme Court.

A "DAWO," presented by Dr. Ayres to his Chinese butler some six months ago, formed the subject of a magisterial investigation at the Police Court this morning. The animal, it appears, became *non est* a month ago, and was received back with profuse "chin chins" by the butler, who, to prevent its again straying away, tied it up in a shop in Lyndhurst Terrace. A hawker named Heung Ahuk, seeing the animal in the shop, claimed it as his, when the butler gave him custody on the charge of "annexing" the quadruped. Before Mr. Wodehouse, this morning the hawker said his sister-in-law gave it to him, and that she got it from a foreigner. Dr. Ayres, having recognized the animal as the one he presented to his butler, his Worship ordered it, remaining with the rightful owner, and discharged the hawker.

A LODGE of Emergency of Zetland, No. 525, will be held in Freemasons' Hall, Zetland Street, this evening, at 6 o'clock precisely.

A REGULAR LODGE of Perseverance, No. 1165, will be held in Freemasons' Hall, Zetland Street, this evening, at 9 o'clock precisely.

THE French steamer *Tanais* went over to the Cosmopolitan to-day, and the Italian barque *Annulini* will dock at Kowloon to-morrow.

The new Japanese steamer *Qwarimaru*, lately built in England for the Kioto-Unyu Kaisha, is intended to run regularly between Kobe and Nagasaki.

A REGULAR LODGE of United Service, No. 1341, will be held in Freemasons' Hall, Zetland Street, on Saturday evening next, the 22nd inst., at 7.30 for 8 o'clock precisely.

WE read that the Japanese Naval Arsenal intends manufacturing a number of 16 centimetre Krupp and 7 inch Armstrong guns, both to be capable of sending a projectile a distance of 4500 metres.

It is stated that the Mitsui Bishi Company propose to lower freights considerably, but in order to do so a rigid economy in the working of the concern will be necessary. The Company therefore intend reducing the wages of their servants by one-third.

It appears that a great increase has lately taken place in the number of Japanese visiting Vladivostok, and as there is no Consulate there much inconvenience constantly arises. According to report, the Japanese Government intend sending a Consul there shortly.

HERE is an opportunity for Barnum. If our Japanese native contemporaries are to be believed, Mr. Watanabe, of Sanomura, Naka-gori, Shi-mane Ken, recently captured a tortoise which has two heads and six feet. Mr. Watanabe is said to have refused several good offers for this monstrosity.

A JAPANESE paper, the *Fochi Shimbun*, says:—In 1871 there were 123 foreigners in the service of the Public Works Department, but at present there are only 65, as our countrymen have gradually advanced in all branches of public works and replaced foreign teachers. Next month about 10 more of the latter will be discharged.

A SPECIAL item for our local horticulturists. According to a Japanese vernacular print, a Mr. Inouye, of Demponara, near Hiogo, owns a lemon tree which bears fruit as big as a man's head. This season some extraordinarily large lemons were produced, and on the 3rd inst. Mr. Inouye sent two of them to the Fucho.

THE Lotus troupe repeated Byron's comedy, "Our Boys," in the Theatre Royal, City Hall, on Saturday evening, before a large and appreciative audience. The cast was the same as when the piece was first produced, the whole of the company working hard to sustain the high reputation they have already made in modern comedy. Saturday evening's performance was a most successful one, the applause being frequent and well-deserved. "Fritz" "Our Cousin German," in which the celebrated American comedian, Mr. J. K. Emmet, created such a sensation at the Adelphi Theatre, London, some eleven years ago, is announced for Wednesday evening next, with a very powerful cast, and should draw a crowded house.

ACCORDING to the evidence of Chinese constable 254 at the Police Court this morning, that functionary was treated in a very disdainful and contemptuous manner on Saturday by a marine hawker named Chan Awei, who, upon being ordered by the lunkong to "move on" with his stall, which was obstructing the street, became cheeky, and said he did not care a rush for the peace-preserver, who might arrest him if he pleased, adding that he (the lunkong) was not the Governor, and he therefore wouldn't obey his orders. Stung to the quick by the peevishness of the contemptuous language, the constable proceeded to run him in, when the hawker seized an axe, with which he aimed a blow at the lunkong, missing his hide, but cutting his uniform coat a little. Closing with his assailant, the constable wrestled the axe from the hawker, and lodged him safely in the "winding" of a blow aimed at him. The lunkong was fined \$2 or 14 days' hard labor. The fine was paid.

SAYS the Nagasaki *Publishing Sun* of the 8th inst.:—"Since the publication of our last issue we have received brief advice from Fusan (Corea), to the effect that Mr. Miyamoto, the Japanese Acting-Consul at that port, eventually carried out his threat of forcibly closing the premises of the recently-established Chinese firm of stationers there, and was promptly ordered them—under penalty of forfeiture, we believe—to remove all their goods and chattels without delay. A strong protest was made against this strange injunction, but without avail, and as there was no alternative but for the Chinese to quietly submit, they did so, and are now taking the proper means of obtaining redress. Messrs. Tung, Hing & Co. at once represented their case to the Chinese authorities at Seoul, with whom it now remains to either acknowledge or repudiate the Japanese claim to the monopoly of foreign trade at Fusan. The question at issue is of great importance, and the settlement of it will be looked forward to with considerable interest. As already stated, the Japanese openly claim to have the private arrangement with Corea by which no other foreign subjects are to be allowed to settle and trade at Fusan. What the exact terms of the agreement are, or how long it is to be in force, we cannot say; but we think for various reasons, that China has no other course open but to entirely disown it. But even taking it for granted that this alleged arrangement is valid, it seems to us that Mr. Miyamoto (in office of the 4th ult.) has somewhat overstepped the bounds of his duties, in taking upon himself the grave responsibility of forcibly closing and boarding up the premises leased by the Chinese; for if the Chinese officials at that place do act in the manner the Chinese would naturally come under the jurisdiction of the Korean local authorities, upon whom it would devolve to take whatever action was necessary in the matter, taking, of course, at the same time, all the responsibility. The new treaties that have just been concluded, however, without doubt, meet any such anomalous private arrangements; that may now exist, and place everything on a proper footing."

SAYS the Foochow *Herald*—News reached here on the 2nd inst. from Shanghai, stating that the Hang-chow banker, Hoo Sui-gan, commonly called Hoo Tsoutai, who negotiated the Government loan under the guarantee of the Custom Houses, had become bankrupt, and that the branch house called Fow-kang in this city had stopped payment; so the bank, also belonging to China, called Yue-tseung, which used to receive the Customs duties, was placed under seal on the 4th inst., by the superintendent of Customs. We are now given to understand that some officials have been sent by the latter to receive such duties. It is also reported amongst the Chinese that Hoo Tsoutai has since committed suicide by swallowing a quantity of gold leaf. His liabilities are, it is currently reported, estimated at 12 million Taels.

A COOLIE named Chow Meng, aged 22, met his death on Saturday morning at the "Lee Yuen" Sugar Refinery by a bag of sugar falling on his head. It appears that sugar was being hoisted aloft, when one of the bags, weighing 150 lbs., slipped out of the hoist from a height of about 50 feet, and fell on the deceased's back. The unfortunate man lived only a few minutes. Another fatal accident occurred on the road, between Shaikwan and Tytan on Saturday, the victim being a Chinese girl, aged 15, a grass-cutting. It appears that from the parapet of a bridge spanning a ravine she attempted to reach a species of grass, growing on the ledge, used by the Chinese for picking their teeth; and in doing so fell over, alighting on jagged rocks below, probably on her head. The poor girl was killed instantly. Inquests on both bodies were taken place at the Civil Hospital this afternoon.

SAYS the Shanghai *Courier* of the 13th inst.:—We have been asked to correct the following paragraph which appeared in Tuesday's *Mercury*:—"Soldiers of fortune in the Far East.—We hear from good authority that Hoo Sui-gan, the Hang-chow banker, who negotiated the Government loan, is charged by some with leaving here to-morrow for Nagasaki, and that he has been sent to Nagasaki to see to the execution of the loan. This story has been done to increase the Colonial army of France."

THE only good authority for the publication of such news is Messrs. Siemens & Co., and if the smart horse-reporter of the *Mercury* had called upon them he would have at once been told that there was no truth whatever in the information he had obtained, from his good authority, the same gentleman, we presume, who spotted the winner of the Griffins in the *Shanghai* at the last Races—It is quite true that the *Yangtze* has gone to Nagasaki, but not to take Japanese soldiers of fortune to Saigon, but a cargo of coals, under charter with the Takasima Mine Company.

THE VICTORIA REGATTA.

Patron.—H. E. Sir George Ferguson Bowen, G.C.M.G. Vice-Patrons.—H. E. Vice-Admiral Willes, C.B.; H. E. Major-General Sargent, C.B.; The Hon. Sir George Phillip, Knt., Commander W. H. Cumming, R.N.; The Hon. W. H. Marsh, C.M.G. Stewards.—The Hon. E. F. Johnson, Lieut.-Colonel Hobson, The Buffs; Colonel Walker, R.E.; Captain R. E. Tracey, R.N.; H. G. Thomson, Esq., R.N.; G. L. Gillies, Esq., R.N.; J. A. McIver, Esq., H. E. Wodehouse, Esq., Committee.—T. Jackson, Esq., (chairman); E. L. Woodin, Esq.; W. H. F. Darby, Esq.; A. P. McEwen, Esq.; R. K. Leigh, Esq.; W. H. Ray, Esq.; H. J. H. Tripp, Esq.; B. F. Holmes, Esq.; The Buffs; Lieutenant G. W. Balliston, R.N.; J. H. Stewart Lockhart, Esq., Honorary Secretary; H. R. Coombs, Esq., Honorary Treasurer; Judges: J. P. McKuen, Esq., R.N.; R. K. Leigh, Esq., Umpires and Starter; R. K. Leigh, Esq., P. McEwen, Esq., E. L. Woodin, Esq., Yachts: H. J. H. Tripp, Esq., Open sailing boats: E. Burnie, Esq., Judge of sailing races; Lieutenant G. W. Balliston, R.N.

FIRST DAY.

FRIDAY, 14TH DECEMBER.
The twenty-eighth annual regatta of the Victoria Recreation Club was commenced this afternoon under the most favorable auspices, and proved far and away the most successful aquatic meeting held in the harbor for many years past. With weather brilliant in the extreme, a powerful sun counteracting the bracing coolness of the atmosphere, the sea in excellent order for rowing, and a fine fresh breeze blowing throughout the day, thus giving the yachts and other sailing craft every opportunity of displaying their sea-going qualities, success from a sporting point of view seemed assured; and, as we predicted would be the case, the racing was of an unusually interesting description, several of the finishes being close and exciting.

The White Star Line steamer *Coptic*, the use of which had been courteously placed at the disposal of the Committee for a flag-ship, by Captain Kidley, was only decorated with bunting from stern to stem, and preparations on a most lavish and thoroughly complete and satisfactory scale had been made by the popular commander and his officers for the reception of guests. As the Regatta Committee with their customary courtesy had specially invited the ladies of the colony, and issued a general invitation to the community at large, the attendance on board the *Coptic* was far in excess of anything seen at these regattas. Amongst the guests were several distinguished guests on board the flag-ship were Mr. W. H. Marsh, Colonial Secretary, several other high government officials, a number of military and naval officers, and most of the leading residents of the colony, including a goodly sprinkling of ladies. Assumptuous tiffin was provided in the well-appointed saloon of the *Coptic*, and during the afternoon the fine band of the French flag-ship *Victorious* played several capital musical selections.

As in former years, the Hongkong and Whampoa Dock Company's steam tug *Fama*, the use of which had been kindly granted by Mr. Gillies, and the popular Secretary, to convey visitors to and from the theatre and the flag-ship, rendered efficient service. Mr. A. P. McEwen, one of our best sailors in bye-gone days, and Mr. E. L. Woodin, one of the best rowers and best oarsmen ever associated with the sport in Hongkong, efficiently filled the positions of starter and umpire for the rowing. Mr. H. J. H. Tripp and Capt. E. Burnie acting in a similar capacity for the yachts and sailing boats respectively. Mr. J. P. McKuen, R.N.; Mr. R. K. Leigh, Esq., and Mr. J. H. Stewart Lockhart, Esq., acted as judges, and Mr. J. H. Stewart Lockhart, who was ubiquitous in his exertions.

The races were the best contested we have seen for a long time. As usual, the Junior Sculls ended in a *de facto* draw, the race on a foul. The old Royal Artillery boat *Gunner* had no difficulty in adding one more to its long list of victories in the regatta, and then Hughes, Stewart, Goodland and Glass, steered by G. A. Caldwell, scored a complete runaway victory for the Chairman's Cup, the German crew securing second place after a hard struggle. As there were three Scotchmen in the winning boat, our prediction that the International looked in a fair way of falling to the "cannibals" from the north, and the Tweed birds to be realized. There was a splendid race for the German Cup, the whole

of the crews keeping well together until close home. Fisher's crew in the *Shamrock* eventually falling to Grimbles' crew, who were the outsiders of the party, but nevertheless managed to win cleverly from Fisher's team, who were backed at long odds against the field.

Another supposed certainty was upset in the Welsh Cup, Mr. Kerfoot Hughes' valuable trophy falling to Grimbles' crew, who were the outsiders of the party, but nevertheless managed to win cleverly from Fisher's team, who were backed at long odds against the field. The sailing races were very well contested, the struggle between the *Nagmi* and *Ariel* being closely watched by those interested in yachting. At first it seemed as if the *Ariel* would hold her own with her bigger rival, but Mr. Forbes' smart craft, handled in admirable style, gradually assumed a commanding lead, and although hunted home by the old "nirrot," associated with the many brilliant victories of the *Nagmi* a few years ago, eventually saved her time and won with 9 minutes and 10 seconds to spare. The *Wave* and *Kathleen* were completely out-paced, but they kept together and made a most interesting race between themselves. We understand that the *Ariel* broke away from her moorings on Thursday, and by some means or other sprung one of her planks, with the result that she leaked very badly during the race, one of the crew being constantly employed in bailing out the water. This was certainly a bit of hard luck for Mr. Dickie, who had taken great pains to get his smart little cutter in thorough racing trim; however, if the *Ariel* is only good enough to beat the *Nagmi*, it will have a splendid opportunity of displaying her prowess in the historical race for the Douglas Cup. The American schooner *Sharian's* cutter, Chinese rigged, capably sailed by Captain Vincent, fairly lost her three opponents in the race confined to sailing-ships' boats, and in the contest for men-of-war boats of any rig, H.M.S. *Champion's* cutter won very easily at the finish from the plinnage of the French flag-ship *Victorious*.

Details of the various events are appended—
1ST RACE.—1 P.M.
"JUNIOR SCULLS" For Single Pair Sculling Boats. Entrance, \$5. Distance, One Mile. Prize, "Brokers' Cup." Open to any one who has never won a Sculling Race in China or Japan.

Station No. 1.	Black & Gold
Mr. T. Glass.....Camilla.....	
Station No. 2.	White & Blue
Mr. C. A. Cornish, Mary Love.....	
Station No. 3.	White, Red & Stripes
Mr. F. Grimbles, Blanch.....	

The three competitors were despatched on even terms, but after going about a hundred yards, Cornish, in the centre of the course, drew slightly ahead, and immediately afterwards bore away towards the left, with the intention of taking Glass's water or simply owing to his inability to steer straight was not quite apparent. At all events, he crossed over in front of Glass, and the latter, spurred, a foul to place, the boats getting closer, thus allowing Grimbles to obtain a commanding lead. Getting clear, Glass quickly drew away from Cornish, and was soon on terms with the leader. Slowing down and steering very badly, Glass allowed himself to be made once more the object of Cornish's erratic intentions, and another foul was with difficulty avoided. Passing the naval coal sheds, Glass led by several lengths, and appeared to have the race in hand, but at the point he ran into a boat and had to cease rowing for a considerable time, thus enabling both Grimbles and Cornish to gain on him. After getting free, Glass again started his opponents, both of whom were sculling wretchedly, and two hundred yards from the winning boat was well in front, but steering too close in shore he was compelled to cease rowing, and Grimbles again assumed the lead. Glass on getting his skiff straight spurred energetically, and as Grimbles at the same moment attempted to take his opponent's water a foul resulted, Glass holding up his hand to claim the foul, and ceasing to persevere. Grimbles was thus enabled to get first past the judge, but a claim of foul was very properly allowed, and the race awarded to Glass, who would have won by a couple of hundred yards had he not been interfered with.

2ND RACE.—1.10 P.M.
FOR GIGS pulled by European Non-Commissioned Officers and Men of any Regiment or Corps in Garrison, or by European Members of the Police Force. Distance, One Mile. Entrance, \$1. First Prize, \$15; Second, \$5. Outrigger Boats excluded.

Station No. 1.	Blue and Red Flag
Royal Artillery.....The Gunner.....	
Station No. 2.	Red Flag
Royal Artillery.....The Bombardier.....	

The *Gunner*, victor in several races in years past, quickly shot to the front, and the crew pulling well together, assumed a commanding lead before the old cut-down Canton cutter was easily about a dozen lengths, half of which distance divided the second and third.

3RD RACE.—4 P.M.
THE "CHAIRMAN'S CUP." For Four-Oared Canton Cutters. Distance, One mile and a-half. Entrance, \$10.

Station No. 1.	Blue and White
Bow, Mr. T. Glass.....	11st. 11bs.
No. 2, Mr. R. Goodland.....	10st. 11bs.
No. 3, Mr. G. Stewart.....	10st. 11bs.
Stroke, Mr. J. I. Hughes.....	11st. 11bs.
Cox, Mr. G. A. Caldwell.....	9st. 11bs.

Station No. 1.—Blue and White.
Bow, Mr. C. Denkulat.....11st. 11bs.
No. 2, Mr. J. H. Stewart Lockhart.....10st. 11bs.
No. 3, Mr. G. L. Miller.....10st. 11bs.
Stroke, Mr. G. K. Kilrain.....11st. 11bs.
Cox, Mr. H. Sampson.....9st. 11bs.

Station No. 2.—White, Red & Blue.
Bow, Mr. B. Buschmann.....10st. 11bs.
No. 3, Mr. F. C. Wilford.....10st. 11bs.
No. 4, Mr. J. H. Stewart Lockhart.....10st. 11bs.
Stroke, Mr. T. R. Fisher.....10st. 11bs.
Cox, Mr. G. Grimbles.....9st. 11bs.

The three crews left the mark-boat well together, but once fairly under weigh Hughes, rowing a much faster stroke than his opponents, put the *Gunner* in front of the *Shamrock*, the Germans striking at a still slower rate. Immediately commenced to draw ahead, and before two hundred yards had been covered, was quite a length in front of the English crew, being, slightly, in front of the English crew. Keeping up his rapid rate of progression, and especially rowing in grand form, continued to increase his advantage, and long before the *Shamrock* was reached had drawn so far ahead that the result of the race was beyond doubt. Passing the coal sheds the leaders were at least sixty yards ahead, and rowing in good style, the English crew shot past the mark-boat about a hundred yards from the German.

who were nearly three lengths ahead of the *Shamrock*. Time, 9 minutes 10 seconds. The winners were loudly cheered on returning to the Judge's boat.

4TH RACE.—2.30 P.M.
FOR MEN-OF-WAR'S GIGS AND WHALERS. Distance, One Mile. Entrance, \$1. First Prize, \$15; Second, \$5. Time allowed for Oars, 8 seconds per Oar.

POST-ENTRIES.
H.M.S. *Victor Emanuel's* 3 oared whaler..... 1
H.M.S. *Victor Emanuel's* 5 oared whaler..... 2
French flag-ship *Victorious's* 7 oared gig..... 3
The Commodore's famous galley, victor in many races, quickly shot to the front, and although the Chinese crew in the 5-oared whaler won a desperate race, they were eventually beaten by 15 seconds, exclusive of 24 seconds time allowance. The French gig was beaten off. Time, 7 minutes 17 seconds, an excellent performance for the winners.

5TH RACE.—3 P.M.
"GERMAN CUP." To be rowed in Canton Four. Distance, One Mile. Entrance, \$10.

Station No. 1.—White, Red & Blue.
Bow, Mr. W. Parfitt.....10st. 11bs.
No. 2, Mr. F. C. Wilford.....10st. 11bs.
No. 3, Mr. T. Glass.....11st. 11bs.
Stroke, Mr. T. R. Fisher.....10st. 11bs.
Cox, Mr. H. E. Angier.....9st. 11bs.

Station No. 1.—Blue & White.
Bow, Mr. W. V. G. Phillips.....10st. 11bs.
No. 2, Mr. A. H. Jackson.....10st. 11bs.
No. 3, Mr. E. E. Ravenhill.....10st. 11bs.
Stroke, Mr. G. K. Kilrain.....11st. 11bs.
Cox, Mr. T. Lammer.....9st. 11bs.

Station No. 2.—White, Blue & Sash.
Bow, Mr. E. Osborne.....9st. 11bs.
No. 3, Mr. E. W. Kutter.....9st. 11bs.
No. 4, Mr. G. R. Lammer.....11st. 11bs.
Stroke, Mr. J. I. Hughes.....11st. 11bs.
Cox, Mr. G. Grimbles.....9st. 11bs.

Station No. 3.—Black & White.
Bow, Mr. B. Buschmann.....10st. 11bs.
No. 2, W. C. Brownlow.....9st. 11bs.
No. 3, Mr. R. Goodland.....10st. 11bs.
Stroke, Mr. G. Stewart.....10st. 11bs.
Cox, Mr. G. A. Caldwell.....9st. 11bs.

Station No. 4.—Green and White.
Bow, Mr. C. Denkulat.....11st. 11bs.
No. 2, Mr. F. Grimbles.....10st. 11bs.
No. 3, Mr. H. Miller.....10st. 11bs.
Stroke, Mr. A. K. Travers.....11st. 11bs.
Cox, Mr. H. Sampson.....9st. 11bs.

After some delay at the post caused by an accident to the *Leah*, which was hastily repaired, a splendid start was effected, and the whole of the boats kept well together the greater part of the journey. Approaching the coal sheds, Fisher commenced to force gradually ahead of Travers, Hughes and Stewart. A fine race between the leaders resulted until within a couple of hundred yards from home, when Fisher rowing in good form, drew away, and won cleverly by nearly a couple of lengths from Travers, the latter beating Hughes by less than a length for second place, whilst Stewart was only half a length away from the third. Travers also finished close up. Time, 7 minutes 5 seconds.

6TH RACE.—4 P.M.
"WELSH CUP." For Four-Oared Canton Cutters. Distance, One Mile. Entrance, \$5.

Station No. 1.—Black and Gold.
Bow, Mr. T. Glass.....11st. 11bs.
No. 2, Mr. R. Goodland.....10st. 11bs.
No. 3, Mr. A. Denison.....10st. 11bs.
Stroke, Mr. F. Grimbles.....10st. 11bs.
Cox, Mr. G. Grimbles.....9st. 11bs.

Station No. 1.—White, Red & Blue.
Bow, Mr. E. W. Kutter.....9st. 11bs.
No. 2, Mr. G. K. Kilrain.....10st. 11bs.
No. 3, Mr. G. Stewart.....10st. 11bs.
Stroke, Mr. T. R. Fisher.....10st. 11bs.
Cox, Mr. G. A. Caldwell.....9st. 11bs.

Station No. 2.—Green and White.
Bow, Mr. H. E. Angier.....10st. 11bs.
No. 3, Mr. J. H. Stewart Lockhart.....10st. 11bs.
No. 4, Mr. A. K. Travers.....10st. 11bs.
Stroke, Mr. J. I. Hughes.....11st. 11bs.
Cox, Mr. H. Sampson.....9st. 11bs.

Fisher's crew were made no favorites. After rowing half a mile, Grimbles obtained a clear lead, which he maintained to the end, upsetting all the calculations of the talent by winning very cleverly indeed from Fisher by a clear half length. Travers was beaten three lengths for second place.

7TH RACE.—4.30 P.M.
FOR MERCHANT VESSELS' GIGS. Entrance, \$1. First Prize, \$15; Second, \$5. Time for Oars, 4 seconds per Oar.

POST-ENTRIES.
Danish barque *Mr. Sikkink's* 4-oars..... 1
White Star steamer *Coptic's* 4-oars..... 2
There were five starters for this event, but after going a quarter of a mile the struggle was confined to the representatives of the *Mr. Sikkink* and the flag-ship, who had a decided advantage over their opponents in the class of their boats. The men from the *Coptic*

